

SAILING DIRECTIONS CORRECTIONS

PUB 195 **6 Ed 1999** **LAST NM 35/01**

Page 15—Line 8/R; read:
appropriate charts.

See paragraph 2.23 for information concerning the Deep-Water Route for loaded vessels outbound from Primorsk.
(NIMA) 46/01

Page 15—Lines 20 to 24/R; strike out.
(BA NP 20) 46/01

Page 29—Lines 35 to 36/L; read:

Caution.—It is reported (2001) that passage through the N part of Proliv Byerkezund is restricted to local fishing vessels and Russian naval vessels.

2.23 Primorsk (60°22'N., 28°38'E.) (World Port Index No. 28360), a small port, is situated along the shores of an enclosed bay at the E side of Proliv Byerkezund.

It is reported (2001) that this port is now open to foreign vessels.

Ice.—In severe conditions, icebreaker assistance may be provided.

Depths—Limitations.—The harbor is protected by breakwaters and has depths of 5.5 to 9m, decreasing gradually toward the shore. There are two piers with depths of 8.5 and 9.4m alongside their heads.

It is reported (2001) that an oil terminal, which can handle vessels up to 150,000 dwt and 15m draft, has been established in the port. A Safety Fairway leading to this terminal is authorized for loaded drafts up to 15m.

Aspect.—A church with a prominent spire stands on the N side of the harbor entrance.

Pilotage.—Waiting Area No. 6 has been established about 3 miles W of Ostrov Rodsher (59°58'N., 26°41'E.). Pilotage is compulsory for vessels 50,000 dwt and over between this waiting area and the port.

Waiting Area No. 7 has been established about 11 miles NE of Ostrov Seskar (60°02'N., 28°23'E.) and N of the Safety Fairway. Pilotage is compulsory for vessels less than 50,000 dwt between this waiting area and the port.

Tugs are compulsory between Waiting Area No. 7 and the port for vessels in ballast, and between Ostrov Seskar and the port for loaded vessels.

Regulations.—Tankers bound for the port in winter are required to be double-hulled.

In addition to regular navigation equipment, tankers are required to be fitted with an Electronic Chart Display and Information System (ECDIS) and a Satellite System (GPS/GLONASS). If these systems are not available, they may be provided by the pilot service.

It is reported that a Vessel Traffic Service (VTS) system will be established in 2002.

Directions.—The main approach from seaward is via the Traffic Separation Scheme (TSS) which leads N of Ostrov Rodsher (59°58'N., 26°41'E.) and S of Ostrov Gogland (60°03'N., 26°59'E.). This scheme continues in a NE direction to the junction centered about 4 miles ESE of

Ostrov Sommers (60°12'N., 27°39'E.) and then ESE and SE to a position N of Ostrov Seskar (60°02'N., 28°23'E.).

A Deep-Water Route has been established between the S end of Ostrov Gogland and a position about 7 miles NW of Ostrov Rodsher. This route, which has a least depth of 15m, passes N of the TSS traffic lanes and is for the use of outbound loaded vessels from Primorsk. It is 1,000m wide and may best be seen on the chart.

A Precautionary Area has been established about 3 miles N of Ostrov Seskar. The TSS traffic lanes and a Safety Fairway, which leads to St. Petersburg, extend E from the E side of this area and may best be seen on the chart (see Sector 3).

A Safety Fairway, which leads 9 miles in a NE direction and then 3.5 miles in a NW direction, extends from the NE side of the Precautionary Area to the oil terminal.

Caution.—It is reported that the routing measures and waiting areas associated with the new oil terminal at Primorsk will be implemented on 1 November 2001.

2.24 Ostrov Syarkkyluoto (60°18'N., 28°48'E.), an islet,
(BA NP 20) 46/01

Page 29—Lines 1 to 10/R; strike out.
(NIMA) 46/01

Page 33—Lines 3 to 4/R; read:

Depths—Limitations.—The Safety Fairway, which extends between the TSS traffic lanes located off Ostrov Seskar (60°02'N., 28°23'E.) and St. Petersburg lighted buoy (60°02'N., 29°26'E.), has general
(BA NP 20) 46/01

Page 34—Lines 1 to 2/R; read:

A buoyed Safety Fairway leads from the TSS traffic lanes located at the E side of the Precautionary Area off Ostrov Seskar (60°02'N., 28°23'E.) through the Kronshtadt Fortified
(BA NP 20) 46/01